



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

June 24, 1999

H.R. 2035

A bill to correct errors in the authorizations of certain programs administered by the National Highway Traffic Administration

As ordered reported by the House Committee on Commerce on June 10, 1999

SUMMARY

H.R. 2035 would increase the authorization of appropriations for the National Highway Traffic Safety Administration's (NHTSA's) motor vehicle safety and information programs from a total of about \$87 million to about \$108 million for each of fiscal years 2000 and 2001. These two programs were authorized at the current levels of \$81 million and \$6 million, respectively, in the Transportation Equity Act for the 21st Century (Public Law 105-178).

Assuming appropriation of authorized amounts, CBO estimates that implementing H.R. 2035 would result in additional discretionary spending of about \$40 million over the 2000-2004 period, relative to the amounts authorized under current law. H.R. 2035 would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply. The bill contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 2035 is shown in the following table. For the purposes of this estimate, CBO assumes that H.R. 2035 will be enacted by the end of fiscal year 1999 and that the authorized amounts will be appropriated for each year. Estimated outlays are based on historical spending patterns for the two affected programs. The costs of this legislation fall within budget function 400 (transportation).

| | By Fiscal Year, in Millions of Dollars | | | | | |
|--|--|------|------|------|------|------|
| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| SPENDING SUBJECT TO APPROPRIATION | | | | | | |
| Spending Under Current Law | | | | | | |
| Authorization Level ^a | 87 | 87 | 87 | 0 | 0 | 0 |
| Estimated Outlays | 82 | 89 | 90 | 37 | 13 | 4 |
| Proposed Changes | | | | | | |
| Authorization Level | 0 | 20 | 20 | 0 | 0 | 0 |
| Estimated Outlays | 0 | 12 | 17 | 7 | 3 | 1 |
| Spending Under H.R. 2035 | | | | | | |
| Authorization Level | 87 | 108 | 108 | 0 | 0 | 0 |
| Estimated Outlays | 82 | 101 | 107 | 44 | 16 | 5 |

a. The 1999 level is the amount appropriated for that year for NHTSA's motor vehicle safety and information programs. Public Law 105-178 authorized the same amount for 2000 and 2001.

PAY-AS-YOU-GO CONSIDERATIONS: None.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 2035 contains no intergovernmental or private-sector mandates as defined in UMRA and would not affect the budgets of state, local, or tribal governments.

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